



e-MICHIGAN Aviation

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Harbor Springs Municipal Airport



MICHIGAN PRIVATE AIRSTRIP OWNERS ASSOCIATION

By Steve Zelle, President

Michigan Private Airstrip Owners Association



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The Fall 2009 edition of *e-Michigan Aviation* included an article about my project documenting the privately-owned, private-use airstrips in Michigan. A lot has happened since then. As noted in that article, I met with six private airstrip owners in Lansing in July of 2009. As a result of that meeting, the Michigan Private Airstrip Owners Association (MPAOA) was formed. I was elected president and over the past three and one half years, have seen the association grow from seven to 123 members. The mission of the MPAOA is to promote, protect and advance the interests of private airstrip owners in Michigan. Although the MPAOA represents private landing fields, it also deals with issues that affect all airports.

With these goals in mind, the MPAOA has been working on a proposal to add aviation activities to Michigan's existing recreational use statutes (RUS). The statutes protect landowners from liability when their property is entered upon by hunters, fishermen, hikers, snowmobilers, etc. However, a landowner who has an airstrip on that property has no liability protection for the portion that is used for aviation purposes. At this time, 17 other states have enacted legislation protecting landowners and hopefully Michigan will be added to the list. Our bill did not make it in 2012, so we are continuing our efforts to get the bill passed in 2013. We are soliciting new sponsors for the bill and several legislators have already agreed to act on our behalf. As soon as the bill has been assigned a new number, we will notify everyone so that legislators can be contacted and urged to support the legislation.

In December of 2011, the MPAOA Board of Directors met with Jim Lauerman, president of Avemco Insurance Company, to discuss the possibility of Avemco offering an affordable policy for private strip owners to insure runways, taxiways and tie-down areas against liability. To qualify for the policy, there cannot be any commercial operations on the strip and it must be privately owned for private use. Avemco is one of the largest aviation insurers in the country. I know most of you are familiar with the firm and some of you may already have a policy with them. The new policy is being test-marketed in four states and is now available in

Michigan to private strip owners at a very reasonable cost. If the policy gains acceptance, the MPAOA will be credited with its inception. MPAOA members receive preferred rates.

In addition to these projects, the MPAOA remains a member of the joint Federal Aviation Administration Michigan Department of Transportation (FAA/MDOT) task force working on streamlining the FAA Form 7480-1 process. This form is used to notify the FAA of a new airstrip being constructed and/or to request an identifier for a strip. The FAA has had a backlog of requests for identifiers. As a result of the task force's efforts, the backlog is slowly being eliminated.

It has been ten years since I began my project documenting Michigan's privately owned landing strips. I'm still working on the list, and it was because of the list that I was asked to help form the MPAOA. At one point, there were 565 private strips on the list. Now that number is down to 472, a substantial decrease. As strips are abandoned, fewer landing sites are available for unscheduled landings and fewer locations are available for medical emergencies and fire and law enforcement situations. The difference between 565 and 472 is not a true picture of the difference because the 472 includes some new strips that were constructed over the past few years. Unfortunately, not enough new strips have been built to compensate for the abandoned strips.

There are a number of reasons why strips are being abandoned. A major reason is the pilot in the family passes away and no one else in the family flies. The plane is sold and the runway is allowed to grow over or a crop is planted there. Another reason is the pilot cannot meet the medical requisites to renew his or her license so the plane is sold and the above scenario takes place. Still another reason is the property is sold to a non-flyer who buys the property to farm or develop. Once again, a strip disappears. One more reason is the owner is threatened by the possibility of a cell tower or windturbine being erected near the runway. If the strip is not registered with the MDOT, the owner has no protection against the infringement into their airspace. Unfortunately for the owner, the Tall Structures

Act does not protect private use airports. The bottom line is that the number of privately owned private-use airstrips in Michigan has dropped dramatically. As I write this article, there are at least four more strips that will be abandoned. A number of strips in Michigan are for sale. If a pilot purchases one of them, all is good, but if a non flyer/developer buys the strip, another landing site bites the dust.

Another factor in the abandonment situation is that some of those strips have a Location Identifier (Loc-ID) issued by the FAA. When a registered strip is abandoned, the FAA should be notified so that the airspace can be released. Unfortunately, this is not happening in some cases. Some owners are not aware that their strip is registered and therefore do not notify the FAA. Others know they have an identifier but are not aware that the FAA should be notified when the strip is abandoned.

As a point of information, some private airstrip owners have expressed concern about becoming a member of the MPAOA because they are under the impression that they must register their strip in order to join. Membership in the MPAOA in no way mandates a strip be registered anywhere. Registering a strip with the FAA or the state is strictly the owner's decision. However, as mentioned above, protection under the Tall Structures Act is provided only if the strip is licensed as public use

by Michigan Aeronautics. With the threat of cell tower and wind turbine construction increasing throughout the country, and more specifically here in Michigan, it becomes tempting to think about registering one's strip. On the subject of cell towers and wind turbines, Linn P. Smith, Airspace & Airport Zoning Specialist in MDOT's Project Support Unit is available to assist strip owners when the threat of cell towers and/or wind turbines looms. He can be reached at 517 335-9949.

Another misconception is that registering with the FAA to obtain an identifier opens up a strip to public use. This is not so; the strip remains a privately owned, private-use airstrip. However, the airstrip is public use only if the owner applies for and received a public use airport license from the state. The airport will then be listed in MDOT's Michigan Airport Directory. The 2012 MDOT Michigan Airport Directory lists 231 airports. More than 80 of these are privately-owned, public-use. There are 27 MPAOA members who have an FAA-issued Loc-Id for their strip, which represents 22 percent of our roster. The airstrips of eight MPAOA members are public-use and are listed in the state directory.

The MPAOA has had a booth at the Great Lakes International Aviation Conference three of the past four years. Our booth always attracts a lot of attention and we gain some new members along the way.

We display a full-size Michigan Aeronautical Chart with Michigan's privately owned airstrips indicated on it. MPAOA members' strips are highlighted and it is always interesting to see the number of people who are drawn to our booth when they see the map. Some visitors look for their own strip or one that belongs to someone they know. The MPAOA will continue to participate in aviation expos and conferences. We want pilots and strip owners to be aware of us and know that we are working to help them and to foster general aviation. The MPAOA will be participating in fly-ins and other aviation activities in the future. Look for our signature orange windsock and the guys in the blue shirts.

Membership in the MPAOA is not limited to airstrip owners. Anyone who is interested in supporting and promoting general aviation in Michigan is welcome to become an associate member. We currently have 12 members who do not own an airstrip, but chose to join the MPAOA to add their support.

General aviation has been faced with a host of challenges, and the number of active flyers throughout Michigan is declining. The MPAOA is doing its part to make the privately owned airstrips and general aviation an important asset to the economic welfare and recreational growth of our beautiful state. —

More information
about MPAOA
can be found at
www.mpaoa.org.



Pilots are advised to call private airport owners directly for the latest runway conditions and other advisories.

SUMMER IS COMING AND SO ARE THUNDERSTORMS

By Tera Fricke, MDOT Office of Aeronautics

The weather is starting to warm up, making it a great time for pilots to dust off their medical certificates and head for the hangars. Not having to worry about icy Michigan runways, 15-minute run-ups to see a change in oil temperature, or pumping fuel when the wind chill is -5 degrees Fahrenheit, brings a springtime flying surge. All the positives of spring and summer flying, however, can be overshadowed by the weather phenomenon most common in Michigan during these months -- thunderstorms.

Perhaps the greatest danger thunderstorms present are their ability to catch you by surprise. You can get a full weather briefing in the morning with no significant weather forecasted and by 3 p.m., you may look toward your destination and see towering cumulonimbus forming. So how are these systems created?

A thunderstorm is defined as a storm with lighting and thunder, formed when a combination of moisture and warm air rise in the atmosphere and condense. Although possible anytime, thunderstorms are most common in the late afternoon or evening hours because this is typically the warmest and most humid part of the day. There are three stages to a thunderstorm lifecycle: developing, mature and dissipating.

- **DEVELOPING** - moisture rises into the atmosphere, towering cumulus clouds begin to form.
- **MATURE** - updraft feeds the storm and precipitation begins to fall, creating a downdraft. This is the most likely time for hail, heavy rain, frequent lightning and tornadoes.
- **DISSIPATING** - downdraft overtakes the updraft, rainfall decreases in intensity, lightning and downdrafts are still present.

All thunderstorms can be extremely dangerous to aircraft. Severe turbulence can be felt up to 20 miles from a thunderstorm, and will be greater on the downwind side of the storm. The most severe turbulence occurs in clouds with the greatest vertical development. Do not attempt to fly below the thunderstorm cloud, even if you can see to the other side!



Turbulence and microbursts are still present and have the potential to cause over stressing of the aircraft and loss of control. If turbulence is encountered, slow your aircraft down to maneuvering speed to reduce the possibility of structural damage. Lightning also is a potential danger when flying in the vicinity of thunderstorms. Strikes can occur more than 10 miles from the storm. Heavy rain, hail, and icing also are factors to consider. Hailstones are capable of causing serious damage to an aircraft. Structural icing can accumulate quickly when above the freezing level where the water droplets are super-cooled. Avoid landing or taking off at any airport in close proximity to an approaching thunderstorm or squall line. Abrupt changes in wind velocity or direction could cause a change in lift, enough to stall the aircraft during this very critical phase of flight. Thunderstorms can travel faster than 50 mph or remain stationary for hours.

The most important thing to remember when it comes to thunderstorms is that it's best to avoid them. Air Traffic Control (ATC) can sometimes offer assistance by describing what they see on their radar along your route of flight. When talking to ATC, it's always a good idea to let them know if you don't have any type of weather radar on board. Don't be afraid to confirm the services you are receiving from ATC. If they are too busy to give you weather updates, it's best to know this beforehand. When deviating for weather, make the request as early as possible. As weather develops, be sure to always have an "out."

Whether the decision is to postpone the flight for a better time, divert to another airport, or plan a route around the system, avoiding thunderstorms is always the right choice. ✈️

.....FLY SAFE!

A TALE OF THREE ACCIDENTS

By Tom Krashen, MDOT Office of Aeronautics



Each flight was meant to be the best of times, but turned out to be the worst of times. Three tragic accidents claimed three pilots, three mechanically sound airplanes, and six trusting passengers.

Every flight consists of countless decisions that are made, for the most part, as a matter of routine. We decide on routing and altitudes based on weather forecasts, we decide on fuel loads based on weight and balance factors. The results of these decisions are almost always predictable. People (especially pilots) are reluctant to admit limitations and shortcomings. We like to think that each decision we make is the result of exceptional skill, careful reflection, and a thorough knowledge of all the variables involved. Do other factors affect our decision making process? After all, to err is human, to admit it sometimes impossible.

Recent Federal Aviation Administration statistics indicate that 69.7 percent of all general aviation accidents are related to human factors. 11.4 percent were mechanical-related and the remaining 18.9 percent were unknown or undetermined. The implications are clear: more than two-thirds of all accidents could be prevented by analyzing human performance and decision making.

In each of the accidents described below there is a common thread. All three were the result of a poor decision, or decisions. Prior to examining the accident reports, however, a discussion of human personality traits and attitudes may help explain how such obviously poor (at least in hindsight) decisions are made.

Behavioral researchers have identified five "hazardous thought patterns" that apply to pilots and affect decision-making. All of us are susceptible to these patterns of thought and have probably on occasion had our decisions influenced by one or more of them. Please consider them as you read the accident summaries.

- **ANTI-AUTHORITY:** This type of individual is apt to act in a way contrary to safety, simply in an attempt to defy authority. This person thinks regulations are simply "a bureaucratic waste of time," "checklists are for the other guy," and "aircraft manufacturers' limitations are to be ignored."
- **IMPULSIVITY:** This pilot is likely to do anything, as long as it's quick: "I'm sure the weather's okay, besides I'm late."
- **INVULNERABILITY:** This thought pattern is perhaps the most dangerous. This individual thinks: "It won't happen to me." After encountering unexpected headwinds this pilot flies past a good fuel stop "because things always work out."
- **MACHO:** Also a very dangerous thought pattern. A macho individual believes "I can do it." For this person canceling (or even delaying) a flight is a sign of weakness and executing go around is admitting defeat.
- **RESIGNATION:** This person, thinks "what's the use?" when faced with a challenge. This pilot might continue flight into deteriorating weather because "it's too late to turn back - the decision has already been made."

The following accident summaries are excerpted from the official National Transportation Safety Board (NTSB) reports and are edited only for length. A link to the full report is provided following each summary.

Beechcraft Bonanza - Charlevoix, Michigan

On June 24, 2011, at approximately 19:35 Eastern Daylight Time, a Beech A36 single-engine airplane sustained substantial damage when it impacted terrain and a residential garage while maneuvering near Charlevoix, Michigan (CVX). The private pilot, one passenger, and one dog sustained fatal injuries, one passenger sustained serious injuries, and one dog was not injured. Instrument meteorological conditions prevailed and an instrument flight rules (IFR) flight plan had been filed.

Witnesses, who were located in the CVX terminal building overheard the pilot call on the common traffic advisory frequency (CTAF) that he was executing the GPS runway 27 instrument approach. The witnesses reported that the cloud ceiling was 200 feet above ground level (agl) and the visibility was one mile at the time the pilot called CTAF to report the approach. The witnesses observed the airplane break out of the clouds approximately halfway down runway 27. They heard the airplane's engine increase power and observed the airplane enter a left turn, then a turn back to the right around a water tower located southwest of CVX. The airplane stayed approximately 200 feet agl during the turn around the airport. The airplane then entered a right downwind leg for runway 27. Witnesses observed the airplane begin a right turn toward runway 27, pitch nose up, and then roll to the left in a nose-high attitude. The airplane then disappeared behind a tree line and airport buildings.

The NTSB determined the probable cause(s) of this accident to be: The pilot's inadequate airspeed while maneuvering at low altitude, which resulted in an aerodynamic stall. Contributing to the accident was the pilot's decision to not execute a missed approach in weather conditions below minimums.

http://www.michigan.gov/documents/aero/cvx_accident_417969_7.pdf

Cirrus SR20 - Crystal Lake, Illinois

On November 26, 2011, at 10:26 Central Standard Time, a Cirrus Design SR20, was substantially damaged when it collided with a tree and terrain near Crystal Lake, Illinois. The private pilot and three passengers were fatally injured. The aircraft was operated by the pilot under the provisions of 14 Code of Federal Regulations Part 91, without a flight plan. Instrument meteorological conditions prevailed in the vicinity of the accident site. The personal flight originated from Marion Regional Airport (MZZ), Marion, Indiana about 08:30. The intended destination was DuPage Airport (DPA), West Chicago, Illinois.

The NTSB determined the probable cause(s) of this accident to be: The non-instrument-rated pilot's decision to continue flight in instrument meteorological conditions, which resulted in the pilot's spatial disorientation and loss of control of the airplane.

http://www.michigan.gov/documents/aero/crystal_lake_accident_417970_7.pdf

A Tale of Three Accidents Continued

Cessna 172 - Holland, Michigan

On January 17, 2010, at 10:04 Eastern Daylight Time, a Cessna 172N, piloted by a commercial pilot, was destroyed when it impacted snow-covered terrain following a loss of control while maneuvering near Holland, Michigan. Instrument meteorological conditions (IMC) prevailed at the time of the accident. The personal flight was being conducted under the provisions of 14 Code of Federal Regulations (CFR) Part 91, and no flight plan had been filed. The pilot and passenger on board the airplane were fatally injured. The local flight originated from the Tulip City Airport, Holland, Michigan at approximately 09:45.

The pilot had rented the airplane for most of the day to give rides to his friends. He and his first passenger arrived at the airport at approximately 08:00. Due to the poor weather conditions, the pilot postponed the flight. While he gave his passenger a tour of the facilities, he had the airplane fueled to capacity. As the lineman fueled the airplane, the pilot told him that he planned to take off and, if necessary, he would file an IFR flight plan with Muskegon Approach Control and return to the airport. He then preflighted the airplane. Approximately 09:45, the lineman and front office worker saw the airplane take off on runway 08 and disappear into the overcast. The front office worker said he was "very concerned" that they took off without filing an instrument flight plan or receiving an instrument clearance. Shortly thereafter, the lineman heard an airplane make five passes over the airport. The first two passes were in a north-south direction and the sound got progressively louder, but he could not see the airplane. On the third pass, he could not determine the direction of flight. The fourth pass was in an east-west direction and he still could not see the airplane. On the fifth pass, he saw the airplane flying from east to west approximately 50 feet above the ground and it "barely cleared the trees." He then heard the pilot call Muskegon Approach Control. According to the transcript of radio communications, the pilot contacted Muskegon Approach Control at 10:00:22 and told the controller that he was "caught in some fog" and wanted "vectors to runway 8 for Tulip City." When the controller asked the pilot if he was IFR, the pilot replied that he wanted to "file a quick IFR into Tulip City." Believing the pilot was on the ground, there followed a discussion on what frequencies to contact FSS. At 10:03:43, when the controller asked the pilot if he wanted to file a flight plan, the pilot replied, "Caught in some heavy fog and would just like vectors to Tulip City Airport." Asked if he was VFR, the pilot replied that he "was VFR, and now have to go in for an emergency." The controller assigned him a transponder code but the pilot never acknowledged, and there were no further communications. The last radar contact position for the airplane placed it 4 miles south of Tulip City at 1,500 feet agl. Shortly thereafter, an ELT (emergency locator transmitter) beacon was detected. Authorities were notified and the wreckage was located at approximately 11:30.

The following Automated Surface Observing Station (ASOS) observations were recorded at Tulip City at the time of takeoff: Wind calm; visibility 1/2 statute mile, freezing fog; ceiling 200 feet overcast; temperature -3 degrees Centigrade (C); dew point -5 degrees C; altimeter 29.89 inches of Mercury. Weather conditions remained below VMC and landing minimums for the various instrument approach procedures available from early morning to early afternoon.

The NTSB determines the probable cause(s) of this accident to be: The pilot's decision to take off in known instrument meteorological conditions without instrument currency or recent instrument experience, which led to spatial disorientation resulting in an inadvertent spin. Contributing to the accident was the pilot's lack of adequate rest prior to the flight.

http://www.michigan.gov/documents/aero/biv_accident_417971_7.pdf

Three flights resulting in tragic accidents and nine people either killed or seriously injured. With the luxury of hindsight, it seems obvious that each of these accidents were, at least in part, the result of seriously flawed decision-making. Each of the pilots made conscious, deliberate choices to begin or continue their flights despite weather conditions that were clearly beyond their abilities, and perhaps beyond anyone's abilities.

It is not my intention to engage in pointless criticism or to try to conclude what each pilot was thinking. My sole purpose is to encourage readers to examine their own risk analysis skills and decision-making process. Furthermore, I am also not attempting to determine the cause of the accidents; that is the responsibility of the National Transportation Safety Board. From the vantage point of this writer, however, several conclusions seem inescapable.

First, each of these accidents is a tragedy of indescribable proportions. Secondly, the airplanes involved in each of these accidents appear to have been working perfectly. Finally, and most importantly, each of the three pilots made fateful and tragic decisions that doomed them and their passengers. Even more tragically, each pilot ignored glaring warning signs and passed up opportunities to break the "accident chain."

Consider the following excerpt From the FAA's Risk Management Handbook:

According to National Transportation Board (NTSB) statistics, in the last 20 years, approximately 85 percent of aviation accidents have been caused by "pilot error." Many of these accidents are the result of the tendency to focus flight training on the physical aspects of flying the aircraft by teaching the student pilot enough aeronautical knowledge and skill to pass the written and practical tests. Risk management is ignored, with sometimes fatal results. The certificated flight instructor (CFI) who integrates risk management into flight training teaches aspiring pilots how to be more aware of potential risks in flying, how to clearly identify those risks, and how to manage them successfully.

"A key element of risk decision-making is determining if the risk is justified."

The risks involved with flying are quite different from those experienced in daily activities. Managing these risks requires a conscious effort and established standards (or a maximum risk threshold). Pilots who practice effective risk management have predetermined personal standards and have formed habit patterns and checklists to incorporate them.

External pressures are influences external to the flight that create a sense of pressure to complete a flight—often at the expense of safety. Factors that can be external pressures include the following:

- Someone waiting at the airport for the flight's arrival
- A passenger the pilot does not want to disappoint
- The desire to demonstrate pilot qualifications
- The desire to impress someone (Probably the two most dangerous words in aviation are "Watch this!")
- Desire to satisfy a specific personal goal ("get-home-itis," "get-there-itis," and "let's-go-itis")
- A pilot's general goal-completion orientation
- The emotional pressure associated with acknowledging that skill and experience levels may be lower than a pilot would like them to be. (Pride can be a powerful external factor.)

A Tale of Three Accidents Continued

As I said earlier, it is impossible to know what each pilot was thinking in the hours and minutes before their flights, or what was going through their minds as things began to go so terribly wrong. We can only assume that they began with the best of intentions. We can also assume that they had the best interest of their passengers in mind: in two of the cases, the passengers included the pilots' own children. Finally, it is reasonable to surmise that each pilot, for his own reasons, felt a compelling need to complete the flight as planned. What influence could be powerful enough to cause them to proceed in the face of such daunting weather conditions? What influence could be powerful enough to risk passengers' lives?

Pilots are mission-oriented; we take a lot of pride in getting the job done. Once a flight

is planned and passengers are "counting on us," we are reluctant to "disappoint" them by canceling. For many pilots, a change of plans is somehow a blow to their egos, an admission of defeat, or a tacit acknowledgement that they are "not good enough." It comes as no surprise that pilots are ego-driven. We can do something that most people can't (fly an airplane), and we're justifiably proud of it. Is it possible that ego was a factor in each of these accidents? Is it possible that ego affects each of our decisions as pilots?

In conclusion, allow me to offer four tenets to help guide our decision-making.

1. It's okay to cancel, the pros do it all the time.
2. Just because it's legal, doesn't mean it's safe!

3. When evaluating risk for others (passengers), we must adhere to a higher standard, a much higher standard!
4. Finally (and this one is the toughest), keep your ego in check. Are your decisions influenced by the need to impress someone? Are they affected by the desire to not disappoint? Are they influenced by not wanting to appear "weak," "cowardly," or that you are "not good enough?" Simply put, recognize that we all have limitations and that on any given day the conditions (weather or otherwise) may exceed those limitations. —

MICHIGAN AVIATION SPOTLIGHT *By Mary Trierweiler, MDOT Office of Aeronautics*

Editor's note: We have reserved this space to periodically feature the many wonderful facets of aviation in Michigan. Submissions for future issues are welcome. Please send them to Tom Krashen at krashent@michigan.gov.

The Ionia County Airport is a general aviation airport located just south of Ionia on M-66. A terminal building improvement project was completed in February 2013, during which several improvements were made to the existing building and an addition was constructed to ensure compliance with the Americans with Disabilities Act (ADA) requirements.

The existing building, built in 1966, had three entrances. Unfortunately, all the doors were at the top of at least three steps, making it impossible for anyone in a wheel chair to enter. The addition to the terminal building includes a ramp that provides access to a new, expansive observation deck on the south side of the building, overlooking the main runway. From the deck, there is an excellent view of the airfield for watching aircraft take off and land. Accessible entrance into the terminal building is now provided through two doors. Once inside the spacious new lobby, there is 24-hour pilot access to weather information, internet, telephone, restroom facilities and vending machines. These services were available prior to the terminal building improvements but the steps limited accessibility.

The local fixed base operator, Benz Aviation, provides rides and lessons in gliders and airplanes, attracting many people to the airport. Family members and friends come out to the airfield to watch the flyers while they enjoy their adventures in the sky. They often include people with disabilities who will now better enjoy their experience at the Ionia County Airport.

Hundreds of disabled pilots around the world and across the nation, as well as many in Michigan, fly thousands of hours each year. One such pilot who regularly uses the Ionia County Airport is Mike McCormack. Mike has been flying out of Ionia since he learned to fly there in the early 1990s. He has a custom-modified 1975 Cessna Cardinal with a unique set of hand controls that help him get airborne. Mike says it is great to have an accessible facility at the airport that he and others can use without assistance. He believes that both the airport and the community benefit by making the airport terminal building open to everyone who visits.

Mike grew up watching the sky for airplanes flying in the area and hoped someday he could become a pilot. Like many people who get a pilot license, Mike went for a ride in a small airplane at a young age. That airplane ride made an impression on him that hooked him for life. Over the years, Mike has invited several friends, who are also wheelchair pilots, to meet him at the airport to fly with him. He reports that his most frequent passenger is his black lab who is always ready for a plane ride.

This project has been "on the radar" for the Ionia County Airport for years and has finally come to fruition. Ionia County should be applauded for its efforts to provide an accessible facility for all pilots.



Pilot and aircraft owner, Mike McCormack.



The new ADA-compliant terminal building at the Ionia County Airport.

Project Manager Rod Nettleton of Mead & Hunt and Tim Spitzley Architects of Lake Odessa were key in developing a design that is accommodating to everyone and looks fantastic. Vander Kodde Construction of Wyoming worked with Nettleton and Spitzley to develop this one-of-a-kind terminal. Funding for the terminal building improvement project was provided by Ionia County, the Michigan Aeronautics Fund and the Federal Aviation Administration (FAA) trust fund. The Michigan Aeronautics and the FAA trust funds are funded with tax revenues from aviation sources. —

MICHIGAN AIRPORT CONFERENCE

By Hilary Vanderstow, MDOT Office of Aeronautics

The Michigan Association of Airport Executives (MAAE) and the MDOT Office of Aeronautics hosted the 22nd Michigan Airport Conference on Feb. 20-21, 2013. The two-day conference, held every spring at the Kellogg Center in East Lansing Michigan, provides airport sponsors, managers, consultants, and others the opportunity to meet in an open forum to share ideas and information.

The conference features many speakers, sessions, and vendors. The vendors offer attendees the chance to view the newest equipment, products, and processes available.

This year's conference started out with updates from the Federal Aviation Administration (FAA) and the Office of Aeronautics. Following was Steve Meinders of the FAA, who discussed the "Direct Entry Digital NOTAM Manager Program" and the "Airport Self Certification Program." This year's lunch speaker was Leslie Charles, author of the critically acclaimed *Why is Everyone So Cranky?* She also is a certified speaking professional, motivational speaker, business consultant, and facilitator. After lunch, two more sessions were available: "Maintaining Your Investment – Airfield Pavements" and "Air Carrier and Large and Small General Aviation Roundtable." The day concluded with a legislative reception.

The second day of the conference began with a MAAE general membership meeting, followed by a session titled: "Other Sources of Revenue for your Airport." The last scheduled session discussed "Promoting Your Local Airport in Your Community" with regards to the Pure Michigan campaign.

The conference concluded with an awards luncheon. The awards luncheon includes door prizes, and the honored tradition of recognizing the Airport Sponsor and Consultant of the Year. The Airport of the Year

Lt. Governor Brian Calley was the keynote speaker at the 22nd Michigan Airport Conference.



award went to MBS International Airport in Saginaw, Michigan. URS Corporation – Great Lakes was named Consultant of the Year.

Information about the spring conference, along with a survey for those who attended, has been posted online by the Office of Aeronautics at www.michigan.gov/aero/0,4533,7-145--295670--,00.html. For more information about the MAAE, please visit the MAAE Web site at <http://www.michairports.org>.



URS Corporation was honored as 2012 "Consultant of the Year" for their work on the Mackinac Island Airport runway reconstruction project. From left: Phil Porter, Mackinac Island Parks Commissioner; Kelly Crannell, Office of Aeronautics Project Manager; Mike Trout, Michigan Aeronautics Commission Director; and Bill Malinowski and Dave Helmstetter, URS Corporation.

Rick Snyder, Governor MICHIGAN AERONAUTICS COMMISSION

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Kris Hart, Graphic Designer



Accepting the 2012 "Airport of the Year" award on behalf of MBS International Airport (from left) Darnell Earley, Saginaw City Manager; Ryan Riesinger, MBS Asst. Airport Manager; Ernie Krygier, MBS Airport Commissioner; Mike Trout, Michigan Aeronautics Commission Director; Tom Adams MBS Airport Commissioner; Brandon Krauss, MBS Airport Commissioner; Jeff Nagel, MBS Airport Manager; and Pat Frame, RS&H Consultants.

